

AMENDMENTS TO THE SPECIFICATION

Please replace paragraphs [0003] and [0044] with the following amended paragraphs:

[0003] While conventional automatic bicycle transmissions use all sprocket combinations to accommodate many riding conditions and to avoid unnecessary shifting, sometimes large changes in gear ratio occur, thus imposing an undesirable burden on the rider's legs. To avoid this problem, it has been proposed to give preference to sequential shifting of the rear transmission. However, such operation can result in frequent and rapid successive shifting of the rear transmission under conditions of rapid acceleration or deceleration of the bicycle. Not only does multiple shifting of the rear transmission increase the overall time to achieve the desired gear ratio, it can also ~~ease~~ cause chattering of the rear transmission and undesirable multiple shocks to the rider's legs.

[0044] More specific operations of first control unit 30 will now be described with reference to Figs. 6-11. When rear wheel 7 turns, alternating current generator 19 supplies electrical power to first control unit 30, and this power is stored in first power storage element 38a and second power storage element 38b. The power stored in second power storage element 38b is supplied to first control portion 35, and initialization of first control portion 35 is carried out in Step S1 of Fig. 6. In this initialization process, the transmission ~~operating~~ operating mode may be set to automatic shift mode, for example. In Step S2 it is determined whether or not the system is in automatic shift mode, and in Step S3 it is determined whether or not the system is in manual shift mode. In Step S4 it is determined whether or not any other mode has been requested. Such modes may be used for adjusting the hardness of front and rear suspensions 13f and 13r, changing the information displayed on LCD 56, setting shift threshold values, and so on.